

Amendments to the Specification:

Please replace the paragraph beginning at page 13, line 16, with the following rewritten paragraph:

-- Current mechanical shut-off mechanisms 100 for nozzles 14 include ~~of~~ a diaphragm 102, one side ~~104~~ 106 of which vents to atmospheric pressure at the nozzle 14, the other side ~~106~~ 104 of which is vented to a vacuum producing poppet valve 108, which in turn vents to the atmosphere at the end of the nozzle spout 44. This invention vents both sides of the diaphragm 102 (Figs. 6-7) at the end of the spout 44. Two separate passageways 110, 112 lead from the end of the spout 44, one passageway 110 leading to the vacuum producing device 108, then to one side 104 of the diaphragm 102, the other passageway 112 leading to the opposite side 106 of the diaphragm 102 (see Fig. 6). --

Please replace the paragraphs beginning at page 15, line 20, with the following rewritten paragraphs:

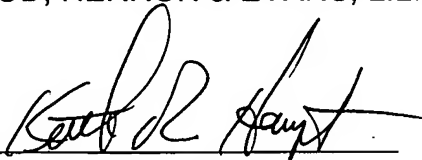
-- The nozzle body 114 includes a standard trigger lever 132 which is pivotally coupled by a pin 134 to the lower end of a shut-off actuator stem assembly 136. The lever 132 includes a grip 138 for actuation by a user to dispense fuel through the nozzle 14 and into the vehicle 10. The nozzle body 114 includes a lever guard 140 surrounding the lever 132 as is customary in many nozzle configurations. A lock 142 is provided to releasably retain the lever 132 in an "on" position as ~~in~~ is well known.

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The head 126 of the poppet member 124 is seated in an inlet 144 of a chamber 146 in the nozzle body 114. The chamber 146 is in communication with the upper first side 104 of the diaphragm 102 (see Figs. 6 and 7). The shut-off actuator stem assembly 136 is in communication with the opposite or lower side 106 of the diaphragm 102 of the shut-off mechanism 100. As fuel fills the tank 18 and the tank 18 becomes full, the fuel backs up into the spout 44 and actuates the poppet member 124 to project from the inlet 144 into the chamber 146 thereby increasing the pressure on the first side 104 of the diaphragm 102 and triggering the shut-off stem assembly 136 to turn off the flow of fuel through the nozzle 14. The stem 148 extends downwardly thereby releasing the lever 132 coupled thereto by the pin 134. This operation of the components of the shut-off mechanism 100 in the nozzle 14 is according to well known designs. --

Respectfully submitted,

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